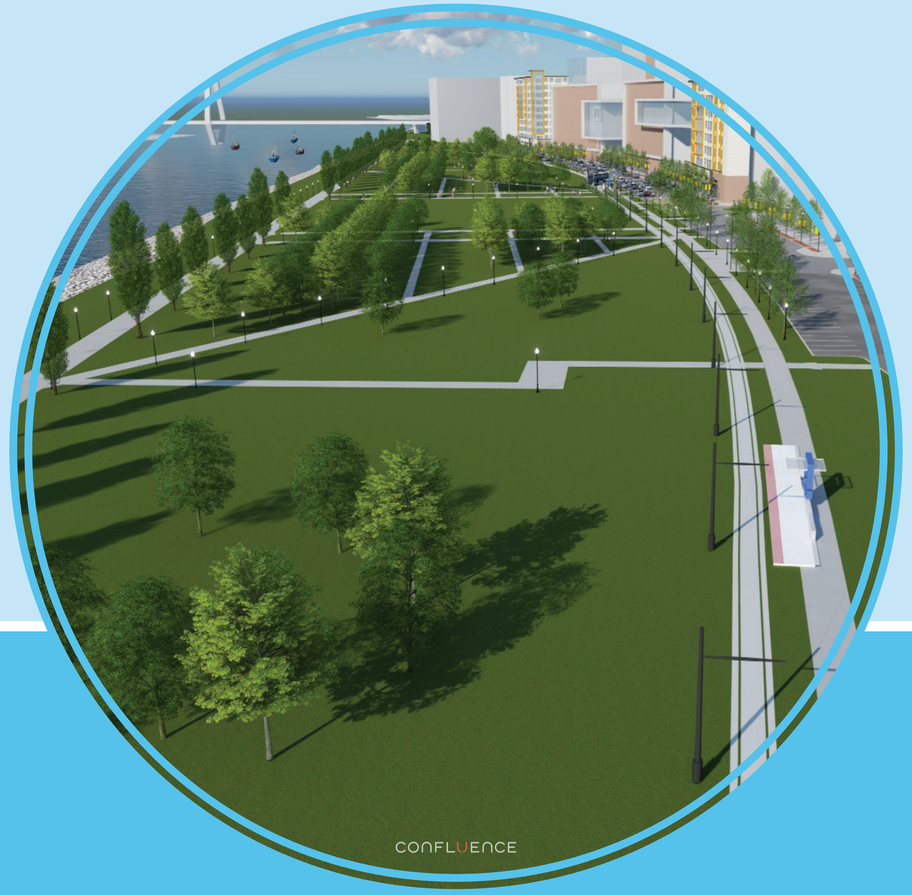
RideKC STREETCAR portkc RideKC

Connect. Thrive. Develop.



KC Streetcar Riverfront Extension
& Multi-Modal Feasibility Study

Why go to the Riverfront?

KC Streetcar is a proven catalyst for development & connecting people to Downtown.

- **$2 billion** in adjacent development:
  new businesses, hotels, apartments & amenities
- **10** surface parking lot conversions to new active uses
- **40% increase** in downtown residential density
- **2 million** passenger trips
  5,830 daily average trips

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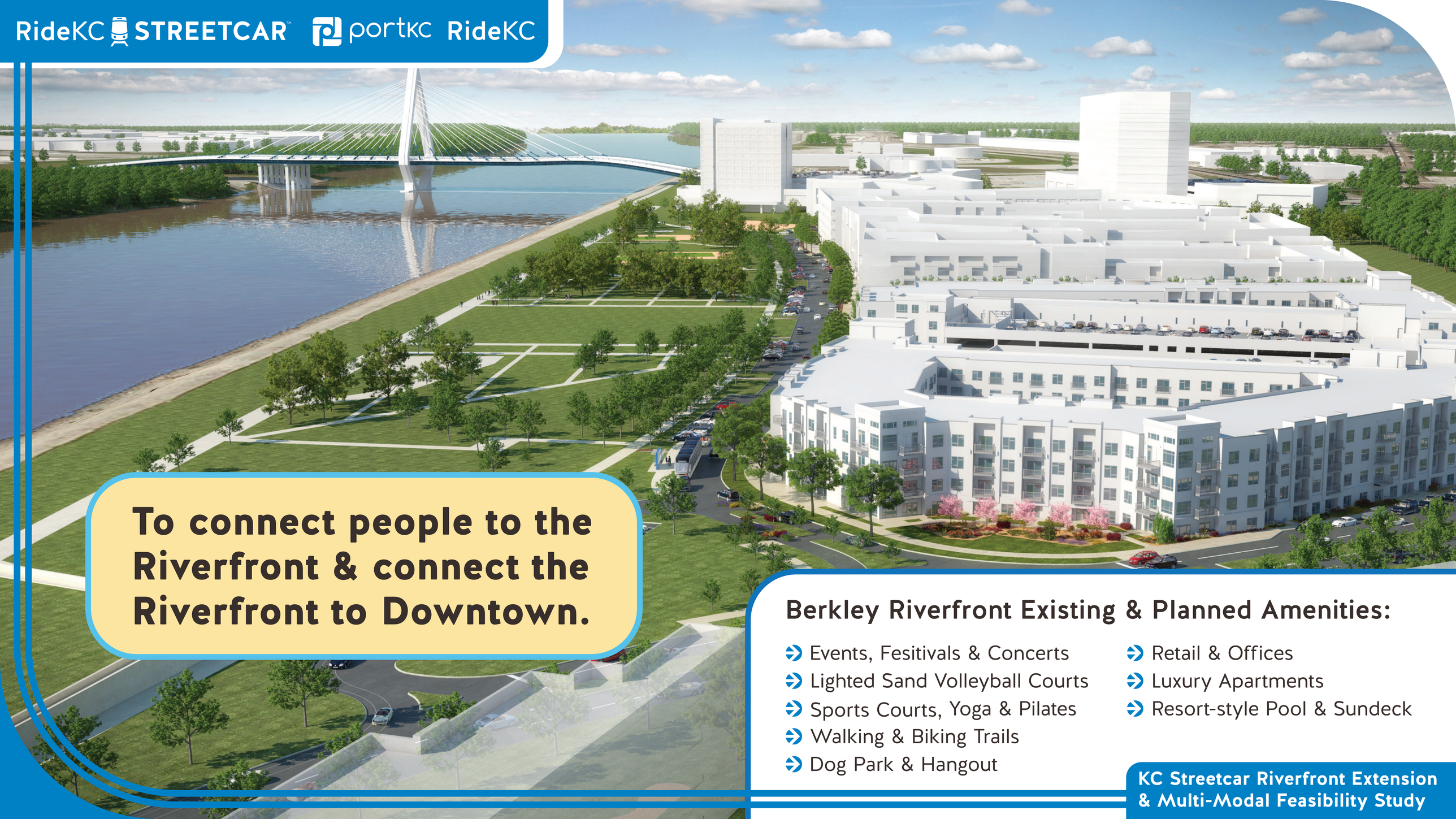


To connect people to the Riverfront & connect the Riverfront to Downtown.

Berkley Riverfront Existing & Planned Amenities:

- Events, Fesitivals & Concerts
- Lighted Sand Volleyball Courts
- Sports Courts, Yoga & Pilates
- Walking & Biking Trails
- Dog Park & Hangout
- Retail & Offices
- Luxury Apartments
- Resort-style Pool & Sundeck

KC Streetcar Riverfront Extension & Multi-Modal Feasibility Study

Opportunities to Connect

- Integrate with bus routes & potential future bicycle / pedestrian connections
- Streamline Riverfront & Downtown access; offer parking alternatives
- Allow for future Streetcar expansions

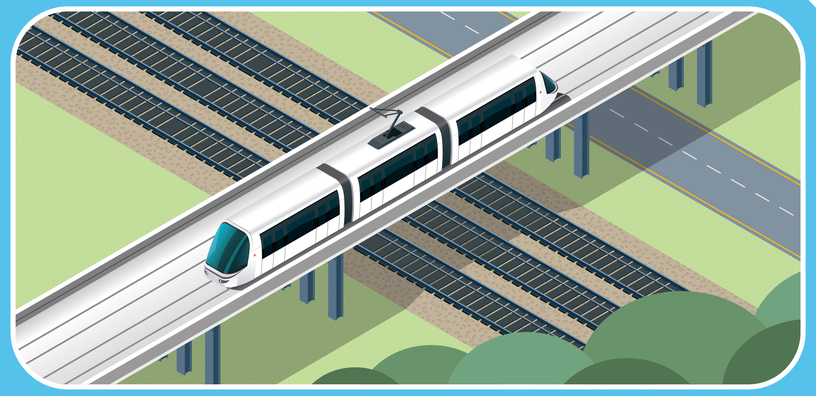
What makes a Streetcar route feasible?

COST TO BUILD

- Will it require a new bridge?
- What is the length of track?

COST TO OPERATE

- Are riders going out of their way?
- Can we maintain route timetables?
- Travel time & number of streetcars required to support the route



Considerations

Level of Difficulty

- Not Feasible
- Difficult
- Challenging
- Preferred

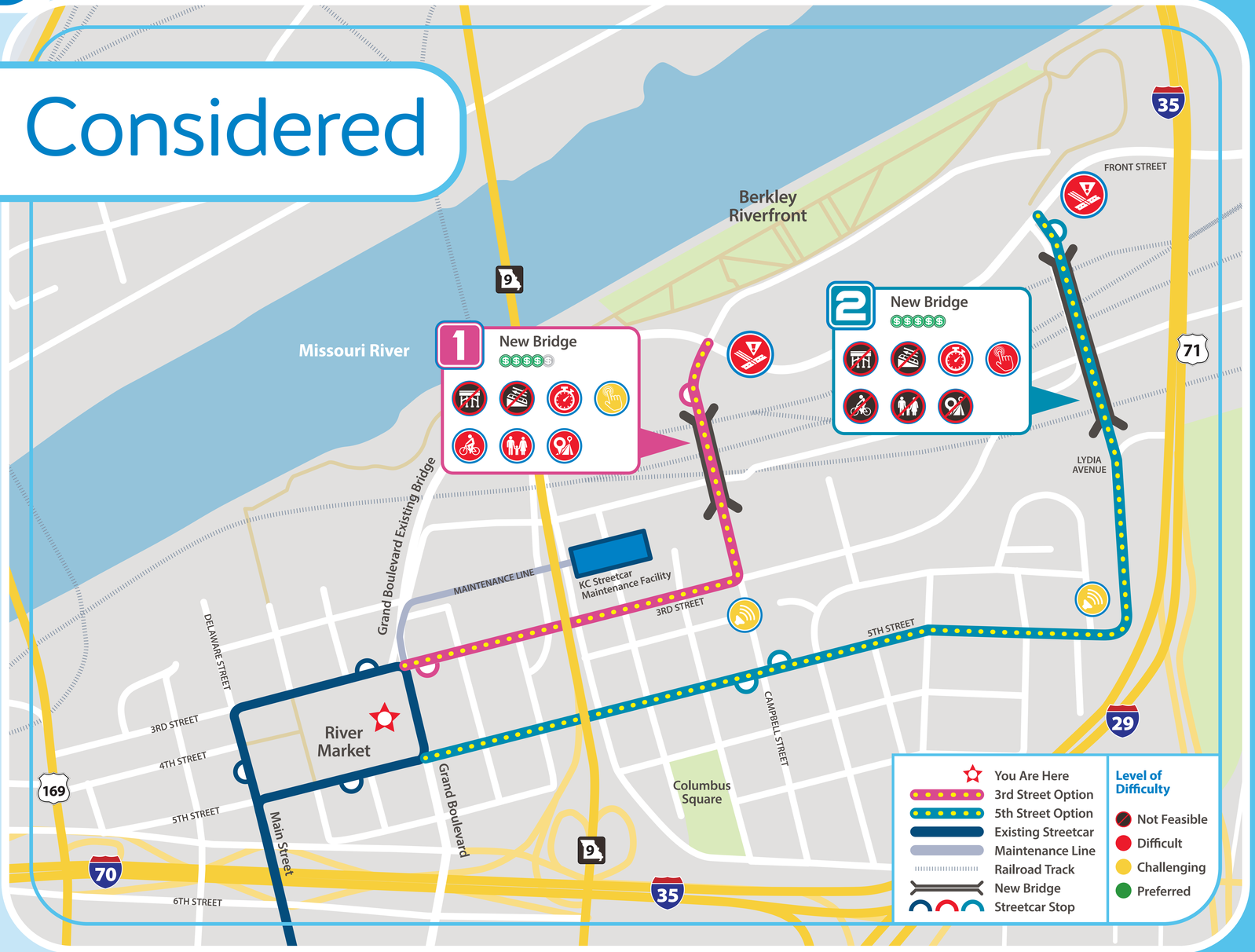
Streetcar Options Considered

1 3rd Street

- An 870 foot bridge over railroad tracks is expensive
- The steep grade causes safety issues and excessive wear-and-tear on streetcars

2 5th Street

- Additional track length increases costs
- And a 1,350 foot bridge is even more expensive



Streetcar Options Considered

3 Grand Boulevard

- Use of existing bridge is less expensive
- Grades are manageable

A Loop End

- More track required for loop around end
- Curved track is more expensive & can be noisy
- Additional stop requires more money

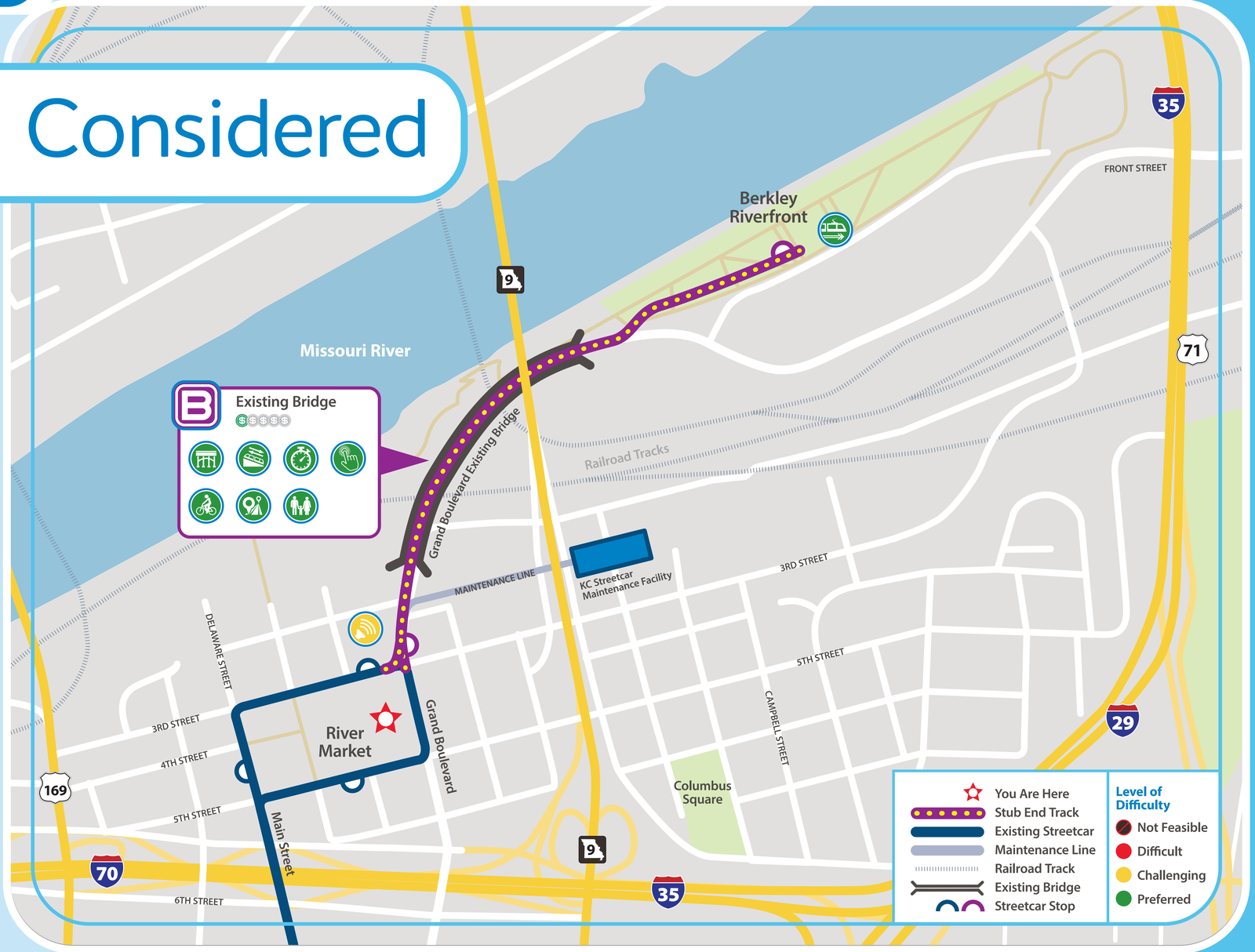
Streetcar Options Considered

3 Grand Boulevard

- Shorter distance with less track to construct
- Use of existing bridge is less expensive
- Grades are manageable

B Stub End – Preferred Route

- Less track to construct
- Easier to expand to the east in the future
- Less noise



Streetcar Study Summary

Level of Difficulty
- Not Feasible
- Difficult
- Challenging
- Preferred

		WHAT MAKES A ROUTE FEASIBILE?								
		OPERATIONS			SAFETY	COST				FUTURE EXPANSIONS
		Usability	Maintain Timing	Steep Grade	Dangerous Condition	New Bridge	Track Length	Curved Track	Construction Schedule	Add On vs. Reconstruct
1	3RD STREET (TO CAMPBELL)									
2	5TH STREET (TO LYDIA)									
3A	GRAND BLVD. W/ LOOP END									
3B	GRAND BLVD. W/ STUB END									

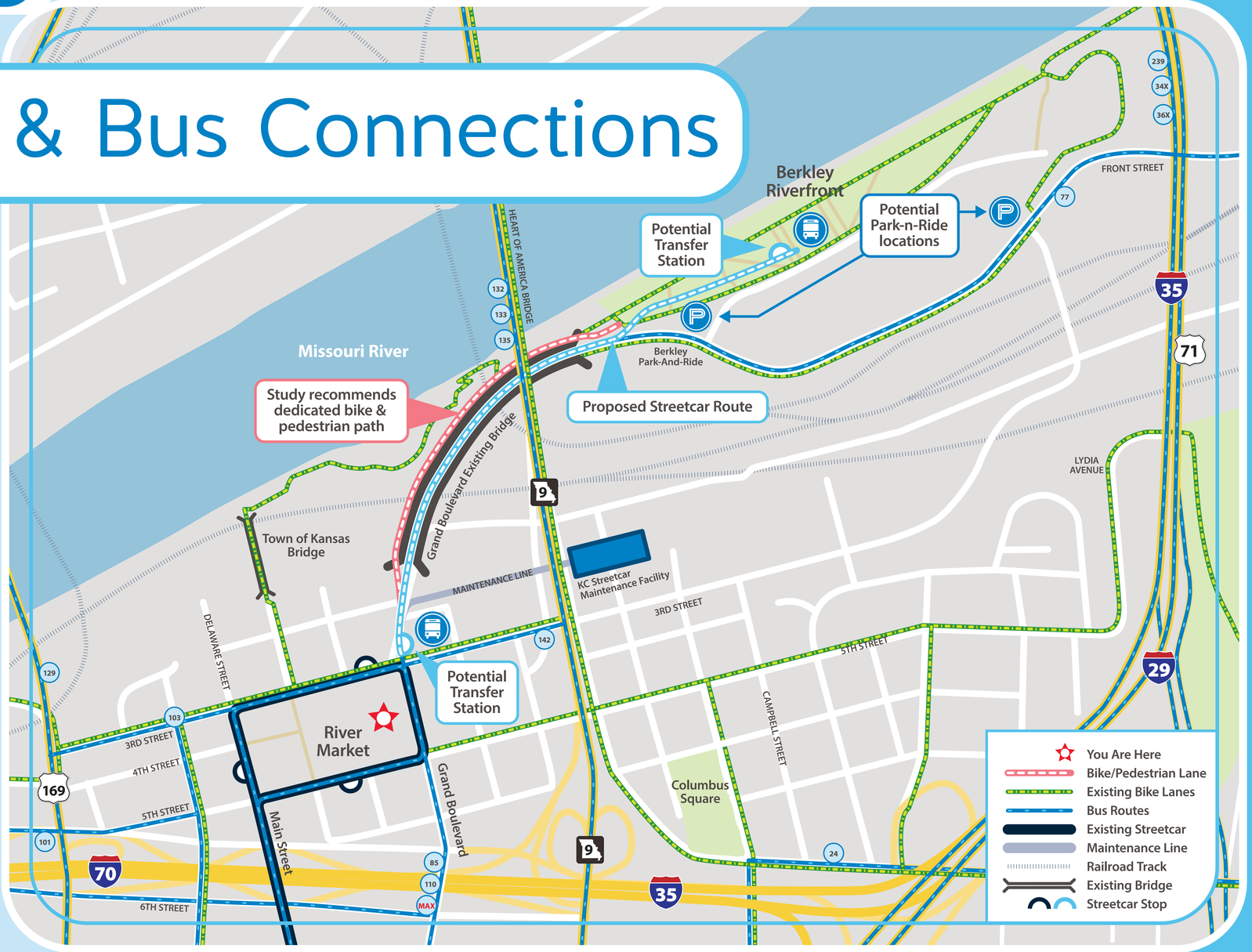
Bike, Pedestrian & Bus Connections

Existing Connections:

- Bike & Pedestrian: Safe access via Town of Kansas Bridge & Lydia Ave.
- KCATA Routes:
  - Route 77 over the Grand Blvd. Bridge
  - Many routes converge at 3rd & Grand
  - Routes 239, 34X & 36X pass near the Riverfront on I-29/I-35

Study Recommendations:

- Transfer stations between streetcar & buses on the Riverfront
- Dedicated pedestrian & bike path along Grand Blvd. Bridge
- Parking options on the Riverfront such as Park-n-Ride to connect via streetcar to downtown neighborhoods



Funding strategy would not take away from other city services such as:
street maintenance, bus funds, or recently approved GO Bond funds

How will the proposed Streetcar route be funded?

- Revenues generated from new development on the Riverfront
- State / Federal programs and grants
- Multi-modal grants
- Existing funding streams

Next steps: Streetcar to the Riverfront

1 Study Phase

- Which route is more feasible?
- How much will it cost?

2 Financial

- Identify local & federal funding opportunities

3 Design

- Where should station stops be located?
- What type of shelter should be installed at each stop?
- Where do power poles go?

4 Construction

- Communication with those along the route who will be affected by the construction.
- Utility coordination (such as electric, water, gas, cable, etc.)

5 Testing

- Dry-run testing & careful consideration for rider safety.

6 Ongoing Operations

- Riders are ready to board!
- Ongoing maintenance is provided